

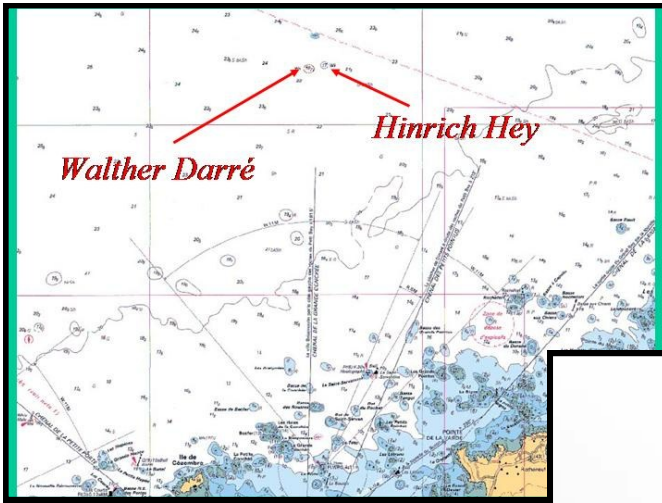
1944

The German armed trawler *Hinrich Hey* (v210)

As part of the 2nd Patrol Flotilla (2Vpfl) since 1939, the *Hinrich Hey* participated in numerous operations, escorting convoys between St. Malo and the Channel Islands. The last of these took place on the night of the 3/4th July, 1944: with three other escorts, she was protecting the tug *Mino-taure*, which was returning prisoners to the Continent from Alderney. At about 01:30, between the Minquiers and St. Malo, they were attacked by Canadian M.T.B.s of the 65th Flotilla.

At 01:32, the *Hinrich Hey* was hit by a torpedo in way of the engine room; the explosion broke her in half and, in a few minutes, she had disappeared !

In the course of that same action, the *Walther Darré* (V208) was also sunk nearby.



5 miles north of the *Pointe de la Varde*
48°45.71N; 002°01.73W (EUR 50)

Built in 1934 by Koser & Meyer of Hamburg
54.1 metres long; 8,11 metres large
422 Gross Tons.

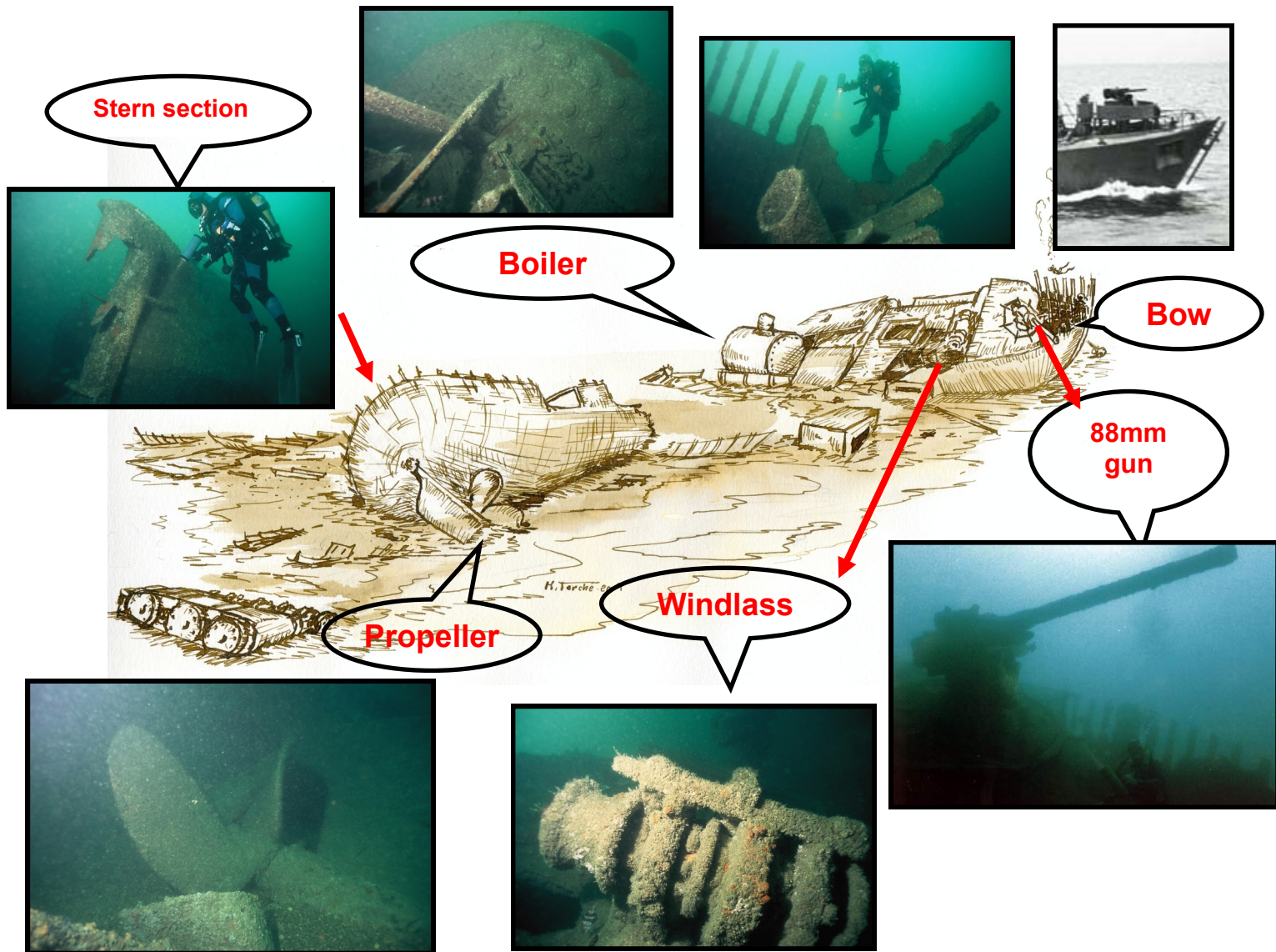


Sighting instrument
from the wreck

Pocket watch found on
the wreck



SAINT MALO PLONGÉE EMERAUDE



The wreck

Long known as “Le Petit Frere [Little Brother] du Walther” by St. Malo divers. The Hinrich was found by accident when, following a dive on the Walther Darre, the boat’s anchor became snagged !

The bow section lies on its starboard side, with the windlass and 88mm gun still in place on the foredeck. The forward holds allow easy access, except for the deepest one, which is heavily silted-up – great care must be taken if passing through, as the exit via the hatch is tricky ! The boiler is accessible, as are elements of the bridge steering apparatus. The stern section, on its port side, lies roughly NW/SE on a different axis from the rest of the wreck; thus, the propeller is found fairly close to the remains of the bridge. On the after deck there is a winch and steering gear. From there, a debris field extends for several hundred metres – the boiler being about 50 metres away ! Again, great care must be taken if following the trail of wreckage: to be sure of returning to the main wreck-site, a life-line of at least 100 metres is essential.

Returning towards the bow, at the hull break just before the boiler, the funnel is on the sand to the east. Following the keel to the bow, jammed in the stem is an anchor with a length of chain – left behind by a cargo ship in the winter of 1999 ! Happily for visiting divers, the only effect on the wreck was to cause the Hinrich’s own anchor to fall to the sand. Unfortunately, a trawler has dragged the false stem, used as a defence against mines, a hundred or so metres to the south. A parting view of the exposed bow frames completes a lasting impression of this wreck, which warrants several visits to be fully appreciated.

SAINT MALO
PLONGÉE EMERAUDE

Emmanuel Feige, 2012